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Lessons from London
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Developing a World City
Better integration of the River Thames
Balancing new and old
2000 London changed!

Greater London Authority

Mayor Ken Livingstone
Greater London Authority:

- Mayor’s Office
- Transport for London
- London Development Agency
- Fire and Emergency Planning
- Metropolitan Police
What helped change London

- Greater London Authority established in 2000
- Spatial Development Strategy - London Plan
- Transport for London
- Congestion Charge Scheme
- Major transport schemes
- Role of Land Use Planning
- Sustainable travel and ‘soft’ measures
Spatial Development Strategy
London Plan

A coherent set of policies

- Climate Change Action Plan
- Waste
- Noise
- Biodiversity
- Children’s play space
- Flood
- Access etc etc
Transport for London

- Overground rail
- Underground
- Buses
- Trams
- Taxis
- River Services
- Cycling
- Walking
Transport for London

• Budget ca $15 Bn
• Carries 3 billion passengers pa
Transport for London

Steady increase in journeys (2007):

- Bus up 3.6%
- Underground up 4.5%
- Docklands Light Rail 16%
Transport Strategy
Congestion Charge Scheme

- First zone introduced 2003
- Area doubled 2007
Congestion Charging

Central London Congestion Charging zone

Legend
- Orange: Central London Congestion Charging zone
- Purple: Free Through Route
- Pink: Resident’s Discount zone

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Congestion Charge Scheme

- Number-plate recognition
- Central call-centre billing
- Many options for paying:
  - Buy on the day
  - Text messaging
  - Internet
Congestion Charging

- $16 per day (multiple re-entry)
- 7.00 am to 6.00 pm
- Monday to Friday
- Weekends free
Congestion Charging

Benefits:

- 21% Traffic reduction
- 30% Congestion reduction in first year
- 43% increase in cycling within zone
- Reduction in Accidents
- Reduction in key traffic pollutants
- $250m raised for improving transport
Congestion Charging

- Public transport accommodating displaced car users
- Retail footfall higher than rest of UK
- No effect on property prices
Major Transport Schemes

Being developed:
• Crossrail
• New tram systems
• Major interchanges - e.g. Victoria
• Light Transits
• Thames Gateway Bridge
New Underground linking to existing overland rail services through Central London
Maximum interchange with existing services
Crossrail

- Cost $32 Bn

Funding sources:
- $10 Bn Central Government funds
- $7 Bn Mayor’s London Levy
- Further funds from City of London and Canary Wharf business district
- Property tax along route
Trams
Trams

- High initial investment but long life
- Fast reliable journeys
- High capacity
- Easy access / quick boarding
- Quiet
- Clean
Trams ...

Environmental benefits

- Reduced traffic pollution + congestion
- Electric (no direct CO$_2$ emissions)
- Recycles up to a third of own energy
- Croydon tram: 4m less car trips p.a.
Trams....

Economic benefits

Croydon Tram effect:
- 10% av. drop in unemployment since 2000
- $3 Bn extra investment in local economy
Designed to link deprived communities in the South to employment centres
Major Interchanges

Victoria Station area

- 72 m passengers p.a.
- Underground congestion
- Bus access and congestion
Congestion - Poor interchange - Conflicting movement
Comprehensive solution for the wider area
Improved Underground Access
Improved Underground Access

- New interchange area to Victoria line
- Platform widening
- New footbridge and unpaid link to LS retail basement
- New ticket hall and staircases
- Possible link to CrossRail 2 Chelsea Hackney line development
- New fire exits
- Improved Underground Access
Improved public realm and walking environment
Transit

- East London Transit
- Greenwich Waterfront Transit

- Guided buses
- Bus priority
- High capacity
Thames Gateway Bridge

- Development of the Thames Gateway
- Linking communities North and South of River Thames
- Economic development
- Access to jobs
Transport for London consultation on Thames Gateway Bridge.

Role of Land Use Planning

- Assessing the impact of development on public transport
- Mitigating impact
- Developer contributions
- Improvement through design
- Ensuring sustainability
  (car parking, cycling, walking, public realm)
Strategic developments

• Criteria for Mayoral referral:
  - Size
  - Height
  - Number of housing units
  - Use
    (e.g. schools, transport, hospitals, other categories)
Some recent applications

**Bishopsgate Tower**  
22-24 Bishopsgate, EC2  
Height: 307m  
Floors: 64  
Architect: KPF  
In planning

**London Bridge Tower**  
32 London Bridge, SE1  
Height: 306m  
Floors: 70  
Architect: Renzo Piano  
Planning approved 2003

**Leadenhall Building**  
122 Leadenhall Street, EC3  
Height: 225m  
Floors: 70  
Architect: Richard Rogers Partnership  
Planning approved 2004

**Beetham London**  
1 Blackfriars Road, SE1  
Height: 219m  
Floors: 68  
Architect: Ian Simpson Architects  
Planning approved 2004

**Minerva Building**  
138-139 Houndsditch, EC3  
Height: 217m  
Floors: 53  
Architect: Grimshaw  
Planning approved 2004
What is sought from development

- Conformity to London Plan
- Contributions for transport
- Solutions through design
King’s Cross

- 67 Acres
- Total development 7.5 m sq ft
- 2000 homes
- 4.5 m sq ft office use
- Retail, leisure, hotel, arts and culture etc. etc.
Sustainable travel
Soft measures

- Cycling
- Walking
- Improving travel experience
  - Real time travel information
  - Oyster card ticketing
  - Travel planners
  - Travel information via text messaging
Cycling

The Business Cycle
CYCLING TO WORK IN LONDON
Developing safe cycle environments
Purposeful cycle lanes....
Dealing with cycle parking - Amsterdam
Integration of cycling - Copenhagen
Walking
Walkable London
Better use of roads...
Copenhagen - Transformation of car dominated street
De-cluttering the public realm
Underground recycling bins
Suppressing cars
Enhancing public realm
Copenhagen
Main shopping street turned over to pedestrians
Smart cars
Clean buses
THANK YOU